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**Topeka Daily Capital**

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## SEA AND SHORE

**Gruesome Tale of an Ocean Trip.**

**Freight Rates--New War-Ships--The Czarina Arrives--Eu erpe Safe--Harbor Notes.**

Quite a fleet of vessels arrived here Saturday and yesterday from the east. The schooners Charles R. Wilson and Pioneer, both lumber-laden from Aberdeen, arrived within a few minutes of each other on Saturday. The Pioneer had a five days' start of the Wilson, but the latter beat the smaller schooner into port. The Wilson left on March 14th and brings 200,000 feet of lumber and a lot of oaths and cedar shingles for the Oahu Lumber & Building Co., and the Pioneer has about 250,000 feet of lumber or Lewers & Cooke.

The cargo steamer Czarina, eleven days from San Francisco with 1,490 tons of general merchandise for W. G. Irwin & Co., also arrived Saturday late in the evening. She anchored outside and was brought into the harbor yesterday morning. She will discharge at Oceanic wharf and the Alden Besse will move to Inter-Island wharf.

The Hongkong Maru, for the Orient, and the bark East African, for the Sound, left Saturday. Yesterday the schooner William H. Smith, from Port Townsend, arrived with 670,000 feet of lumber, 215,250 shingles and 4,000 bundles of laths. She made the run in 30 days. Just at sundown a bark coal-laden was reported, but she did not get in. The transport Grant was expected from San Francisco yesterday. She will come alongside the Pacific Mail wharf unless, like the Sherman, she is drawing too much water to enter the channel.

### New War Ships.

No warships of such fighting power have ever before been planned abroad or at home as the three cruisers whose details have just been practically completed by the Admirals of the Naval Construction Board. They are really most formidable battleships, with the speed and staying powers of an ocean liner. Never has such a tremendous battery been mounted afloat as the California, the Nebraska and the West Virginia will carry. Sixty-six fixed guns constitute their armament and their magazines are to hold over 400 tons of ammunition.

The board has given these ships 13,000 tons displacement, 23 knots speed and with coal bunker capacity of 2000 tons, they will have a steaming radius of 7000 miles. They will be the only ships in the Navy literally armored all over, their protection extending from below the water line above the entire superstructure. In appearance they will mark a notable departure from existing cruisers and battleships of their class, in that they will stand much higher out of the water, giving better distribution of batteries and quarters and making them most impressive. Until Congress gives the Navy Department authority to contract for the best possible armor for these vessels the final drawings cannot be made, nor can shipbuilders secure all the information required by them to enable the preparation of alternative plans.

The general characteristics of the ships are now settled beyond material modification except that triple-screw machinery may be substituted for twin screws.

The armored protection is to include a water-line belt of Krupp steel six inches thick abreast the engines and boilers, tapering to three and a half inches at the bow and stern. Above this belt there will be a five-inch casemate extending half the ship's length to protect ten six-inch guns. The eight inch turrets will be six inches thick, the conning tower nine inches and the signal tower five inches.

Among the novelties the lower decks will be covered with indium, all woodwork reduced to a minimum and fire-proofed, the magazines covered with non-conductors of heat and cooled by refrigerating apparatus; coal bunkers arranged for extremely rapid filling and emptying; water-tight doors between all compartments operated from several stations, fire main laid below the protective deck, laundry for seventy-five men and a machine shop. Space is provided for six months' provisions, tanks for 8000 gallons of drinking water, an ice machine to make three tons per day and a distilling plant for 10,000 gallons a day. Electricity will operate the turret turning gear, blowers for ventilation, mechanical breadmixer, laundry, ammunition hoists, gun rammers and air compressors for torpedoes.

### Ocean Race.

In one of the most exciting races in the history of the Pacific Coast the bark Gatherer beat the ship Snow and Burgess to Cape Flattery, and, passing a line to the tug Tacoma, the only tug in sight, the Gatherer arrived in Tacoma on the afternoon of March 29th. The two ships left San Francisco on the same tide, March 14th, bound for Puget Sound, the Gatherer for Tacoma to load and the Snow and Burgess for Port Blakeley for lumber. During the fourteen days from San Francisco to Cape Flattery the two ships were in sight of each other every day. Favorable winds coming up Saturday, the Gatherer made more than 200 miles a day from that time until she was picked up.

### Arthur Sewall's Proposition.

Reports received from the East state that Arthur Sewall has been making strong efforts to induce the Government to charter some of his fine sailing ships for the transport service between San Francisco and Manila, mainly for the purpose of carrying supplies needed for the Army in the Philippines. The Government has, however, rejected all propositions looking to the substitution of sailing vessels for steamers as transports, though Sewall is said to have guaranteed to have a

ship ready to sail from San Francisco every two weeks.

### Floa ed Like a Buoy.

Harbor Master Fuller tells a story of a gruesome occurrence which left such an impression on his mind that he still thinks of it. Many years ago when Captain Fuller was mate of the Davey Crockett line carpenter died. The body was sewed into a canvas bag which was weighted. It was taken to the stern of the vessel and after the captain had read the funeral service the canvas bag was thrown into the sea where instead of sinking and remaining out of sight, it reappeared and bobbed about with half its length out of the water, much like a white buoy. It was in its upright position until lost to sight in the distance.

### Sebastian Bach.

The English bark Sebastian Bach which put in here in distress about two months ago is to be sold as a whole by auction on Tuesday. The vessel was built in Bremen thirty-two years ago. Since arriving here Captain Wooley has kept the crew busy getting the sails and rigging in apple pie order. Several parties have had their eyes on the old vessel ever since her arrival and it is expected that the bidding will be very lively. She is now anchored in naval row having been brought into the harbor on Saturday.

### NOTES.

The Kanai, from Kaula, brought 6,000 bags of sugar yesterday.

The bark Kaulani returned to New York on March 28th. Her main and fore topgallant masts are gone. She left New York on February 20th for San Francisco on her maiden voyage.

The Jabez Howes, which arrived from Tacoma Friday, made the round trip while the Pactolus was loading sugar at this port. The latter vessel is still here. She arrived January 12th this year.

The Hawaiian ship Enterpe, upon which 20 per cent reinsurance was quoted, arrived March 29th at Freemantle, after a passage of 150 days from Puget Sound, with a cargo of lumber.

The ship A. G. Ropes sailed from San Francisco for Honolulu March 28th with a cargo of merchandise. Captain Chapman going out in command, vice Captain Merry, who will take a vacation.

The steamer Charles Nelson, which sailed March 29th for Lihue, Hawaiian Islands, is the first vessel to clear for that port. As the Nelson takes a large quantity of freight, her sailing for Lihue is taken as an indication that other ports than Honolulu, Hilo and Kaula are opening up.—San Francisco Chronicle.

### RATCATCHER IS READY.

The Frenchman Has Completed a Very Novel Trap.

Raoul Duval, the "professional rat catcher," has completed a sample device for corralling rodents, consisting of a large, square wire trap, looking very much like an ordinary cage such as one sets exhibited in hardware stores. On one end is a circular opening about three inches in diameter from which wires converge toward the center of the cage, leaving a narrow inside entrance. Once beyond the second opening of this cylinder, the rat is a prisoner. Confronting his exit is a circle of sharp point wires of the same cylinder upon which the "vagrant" would impale itself in an attempt to get out. A little doorway in the opposite end gives the rat-catcher an opportunity to handle his prey.

The public is awaiting a trial of this destroyer of rats with a great deal of interest. So far tests of various poisons have failed.

Duval is a Frenchman of medium height, square-shouldered, and round faced, and is confident of playing havoc with the plague-bearing quadrupeds.

We wish to inform our patrons that we will not be deterred from pushing forward as rapidly as possible the construction of our electric railway and other improvements upon Pacific Heights by reason of a suit recently begun against former owners.

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